From the Mississippi River Bluffs to the Tennessee Hills

The 450-plus-mile foot trail that became known as the Natchez Trace was the lifeline through the Old Southwest in the nation's early decades. The Natchez Trace Parkway was established as a unit of the National Park System in 1938 to commemorate this historic route. In 1983 the Natchez Trace National Scenic Trail was established as a unit of the National Park System and the National Trails System. It runs parallel to the Parkway, providing visitors

Today the national scenic trail consists of five separate sections—over 60 miles—developed for hiking and horseback riding (see maps on the other side of this brochure). Portions follow the segments of the original Trace. Like the parkway, the scenic trail is best enjoyed at a leisurely pace. Take your time and you will be rewarded with the sights and sounds experienced by those who came long before you.



PHOTO RESEARCHERS, INC.



Great blue heron with snake



Sunken Trace, Potkopinu section Wild turkey





Planning Your Visit

There are visitor information centers at Meriwether Lewis (mp 386), Tupelo (mp 266), Ridgeland (mp 102.4), and Mount Locust (mp 15.5). information on national parks, Each has information about the parkway and national scenic trail sections. The maps on the other side of this brochure give details about the trail sections.

There are campgrounds and picnic 1-800-305-7417 areas along the parkway. Backcountry camping requires a permit; www.nps.gov/natr call 662-680-4014. Nearby towns have food, fuel, lodging, and other Emergencies: call 911

Natchez Trace National Scenic Trail is one of over 390 areas in the National Park System. For more visit www.nps.gov.

Natchez Trace National Scenic Trail c/o Natchez Trace Parkway 2680 Natchez Trace Parkway Tupelo, MS 38804 www.nps.gov/natt

Have a Safe Visit, Help Protect the Park

Trails sometimes cross roads or follow the parkway's shoulder. Use extreme caution in these situations. • Trails may run close to private property. Please respect owners' privacy and posted signs. Heavy rain can produce muddy and wet trail conditions, even long after the rain has ended. Always remain on the trail and tread lightly to prevent further erosion. and local firearms regulations. Pets must be on a leash six feet long or less and under physical control at all times. Service animals cal, and archeological objects are are welcome. • Motorized vehicles protected by federal law. Do not

and bicycles are prohibited.

prohibited. • Carry out all litter. • Be watchful for fire ants, poison ivy, and venomous snakes, and don't put your hands or feet in places you can't see. • If you carry firearms inside the park, you are responsible for understanding and complying with federal, state, Visit the park website for more information. • All natural, histori-

damage or collect these items.

• Stream and reservoir water is

unsafe to drink. • Campfires are



Chickasaw Indian village

they set out on the Natchez among the American settlers Trace on foot or horseback, cov-

UNITED

STATES

The Trace was not a single path, but many interconnected paths within a wide corridor. You can still see places where the old route is obvious deeply sunken portions of the



US states as of 1820.

Natchez to Nashville.

The Trace is shown from

The Old Southwest was

roughly Mississippi and

Alabama, with parts of

surrounding states and

Mount Locust historic stand, mp 15.5 NPS / © MARC MUENCH

The Road Through the Old Southwest

People have walked the Natchez Trace for thousands of years. Choctaw, Chickasaw, Natchez, and other American Indians traveled long distances through the southern pine and hardwood forests via a network of northeast/southwest trails.

In the late 1800s, the Trace gained a new importance

of the Ohio River Valley. Kaintucks—farmers—transported products to market on wooden journey home. flatboats. The men floated down the Ohio and Mississippi rivers to the ports of Natchez and New Orleans. There the Kaintucks sold the farm goods and, because they couldn't float back upriver, sold the

flatboats for lumber. Then

of footsteps home. It was a dangerous journey; extreme ering hundreds of miles on the weather conditions, disease, or accidents could incapacitate or kill you. If you had enough money, you could get food, drink, and crude lodging at a stand, or inn. By the mid-1820s steamboats made travel upriver a far quicker way home than foot travel. The Natchez Trace trail tramped down by millions soon became obsolete



